

PRICE \$2.50 PER MONTH

NEW ADVERTISEMENTS.

SHIP'S COMPRADORES, STEVEDOR

AND
GOAL MERCHANTS,
PROVEE SURTOUTS AT THE
FRESH SUPPLIES
SHORT NOTICE.
No. 17, POSTINGER STREET,
客發炭煤司公泰榮 [1083]

NOTICE is the pursuance of an Order of the
Honourable the Hong Kong Magistracy
dated the 24th day of May, 1886, whereby given that all
CREDITORS and other Persons having any
CLAIMS or DEMANDS upon or against the
Estate of WILLIAM WELINGTON
deceased, late of the said Colony of Hong Kong,
of Middlesex, England, who died at Clapton
aforesaid on or about the 13th day of October,
1885, and Letters of Administration with whose
will annexed, were granted by the Probate
Court, assigned by the Supreme Court of Hong Kong in
the Probate Jurisdiction on the 26th day of May,
1886, are hereby required to send in writing the
particulars of their claims or demands to the
Under-signed at the unmentioned address on
or before the 26th June, 1886. AND NOTICE is
hereby also given that at the expiration of the

WILLINGTON GROSVENOR amongst the parties entitled thereto having regard to the Claims of which the Undersigned has then had notice and that the Undersigned will not be liable for the Assets or any part thereof so distributed to any Person of whose Claim he has not had notice at the time of the Distribution.

Dated this 27th day of May, 1886.

VICTOR H. DEACON.
Administrator with the Will annexed
of the Estate and Effects of ARTHUR

(183) 35, Queen F. Road,
Hongkong.

FOR SHANGHAI.

THE Steamship

"YANGTSE".

Captain F. Schulz, will be dispatched for the
above Port TO-MORROW, the 20th inst.,
at FOUR P.M.

-For Freight or Passage, apply to
Messrs. J. & A. GIBBS & Co.
Hongkong, 27th May, 1886. 1078

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"ZAFIRO".

Port on MONDAY, the 31st inst., at FIVE P.M.

For Freight or Passage, apply to
J. GUSSELL & Co.,
General Managers,
Hongkong, 27th May, 1886. — [1079]

NAVIGAZIONE GENERALE ITALIANA
FLORIO AND RUBATTINO UNITED
COMPANIES.

STEAM FOR
SINGAPORE, PENANG, COLOMBO,
BOMBAY, ADEN, PORT SAID,
NAPLES, GENOA, VENICE, AND
MARSEILLES.

(Taking Cargo at through rates to all MEDITERRANEAN and LEVANTINE PORTS, ODESSA, and ALEXANDRIA.)

THE Company's Steamship

"SINGAPORE,"
Captain FRANKLIN, will be despatched as above,
on or about FRIDAY, the 4th June.

To be followed by the Steamer "BURMESEDA," on or about the 23rd July. —

The Steamers have splendid Accommodation for Passengers and carry a Doctor and Stewards.

and Passage, apply to
CARLOWITZ & Co.,
Hongkong, 28th May, 1886. Agents. 1965

FOR NEW YORK.
THE British Bark
"SULTANA."
Masters, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 28th May, 1886. 1960

FOR SAN FRANCISCO.
THE 33 T.L.L. American Ship
"ST. DAVID."
First, Master, will load here for the above
Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 28th May, 1886. 1961

COMPAGNIE DES MESSAGERIES
MARITIMES
PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR
SINGAPORE, SINGAPORE, BATAVIA, CO.
LONDON, PONDICHERY, MADRAS,
CALCUTTA, BOMBAY.

BLACK SEA PORTS,
MARSEILLES, AND PORTS OF BRAZIL,
AND LA PLATA;
LONDON, HAVRE, BORDEAUX,
DUNKIRK AND ANTWERP.

ON THURSDAY, the 10th day of June,
1880, at Noon, the Company's Steamship
"ANADYR," Commandant Dolacour, with
MAILS, PASSENGERS, SPECIE, and
CARGO, will leave this Port for the above
places.

Cargo and Specie will be registered for
London as well as for Marseilles, and accepted in
advance through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon.
Specie will be received on board until 4 p.m.
Cargo and Passes until 5 p.m. on the 9th
June 1880. After that time no cargo will be re-
ceived on board; they must be left at the Agency's
Office.) Contents and value of Packages
are required.

For further particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,
Agent.

March 28th, 1880.

NAVIGAZIONE GENERALE ITALIANA
FLORIO AND RUBATINO UNITED
COMPANIES.
NOTICE TO CONSIGNEES.
FROM MARSEILLES, GENOA, LEG-
HORN, NAPLES, PORTSAID, ADEN,
SUEZ, PANAMA, COLON, AND SINGAPORE.
The Steamship
"SINGAPORE."
Leaving arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods,
with the exception of OPIUM, are being
forwarded to the risk of the Consignees of the
Messrs. MAYER, CO. & Vanchini, whome delivery
may be obtained.
Consignees wishing to receive their Goods on
board are requested to do so.
No Claims will be admitted after the Goods
have been left the Godowns, and all Claims must
be sent in to the Undersigned before Noon, on the
day following the arrival of the Goods.
No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 3rd
day, will be subject to rent.
CARLOWITZ & Co.,
Agents—
Hongkong, 27th May, 1890. [1084]

Closely connected as Hongkong is with Tsinquin, in a commercial sense, nothing tending to the development of the resources of the latter country can be regarded as a matter of indifference in this colony. In our issue of yesterday we translated from the *Avenir du Tonkin* several items bearing on this subject. One of them related to the construction of a railway between Hanoi and Binhm, tenders for which have been invited. The proposed line is to be only some twenty-one miles in length, and that the undertaking is not a very great one, but it will be a commencement and will doubtless shortly be followed by others. Its construction has not yet, however, been definitely decided on. Tenders are invited, but the tenderers are left to work out the entire project for themselves and then to state the terms on which they are prepared to execute the work. The Government will thus probably be placed in possession of a number of disinterested schemes from which to make a selection should it ultimately be decided to construct the line. Meanwhile it would seem that trade on the Red River is being renewed. During the war troubles and for some time afterwards movement on this stream was unsafe, the country being in a state of anarchy and piracy rampant. Now, however, order has been to a great extent restored and trade is resuming its normal state. According to our Tsinquin contemporary, thirteen junks from Yunnan came there (15th May) at Satchu, and twenty-five junks laden with salt and Peking tobacco were about to leave Hanoi on the upward voyage. It has been stated that the Red River had been proved to be unusable to any serviceable extent, but if it is possible for fleets of junks to ascend and descend, it only during a portion of the year, it must be admitted that the river possesses some value as a waterway. The idea would now seem to be to let the Red River serve, for the present at all events, as the means of communication with Yunnan; and to push railway forward in the direction of the Kwangsi frontier in order to tap the markets of that province and of a portion of Kwangtung. This scheme of our French neighbours ought to stimulate the efforts on this side for the complete opening to navigation of the West River. It will, we believe, be a good many years before a railway in Tsinquin touches the Chinese frontier, but we cannot afford to wait until our competitors have obtained a footing before we begin to move. It gives us pleasure to see the progress the French are making in Tsinquin, and the pleasure is enhanced by the belief that as that country prospers it will add to the volume of trade with Hongkong; but when we see the French sink to share markets which could be better served direct from Hongkong—provided its waterways of South China were opened up—it becomes the mercantile community here not to let the West River question sink in oblivion.

[illegible][illegible][illegible]

1
 2
 3
 4
 5
 6
 7
 8
 9
 10
 11
 12
 13
 14
 15
 16
 17
 18
 19
 20
 21
 22
 23
 24
 25
 26
 27
 28
 29
 30
 31
 32
 33
 34
 35
 36
 37
 38
 39
 40
 41
 42
 43
 44
 45
 46
 47
 48
 49
 50
 51
 52
 53
 54
 55
 56
 57
 58
 59
 60
 61
 62
 63
 64
 65
 66
 67
 68
 69
 70
 71
 72
 73
 74
 75
 76
 77
 78
 79
 80
 81
 82
 83
 84
 85
 86
 87
 88
 89
 90
 91
 92
 93
 94
 95
 96
 97
 98
 99
 100
 101
 102
 103
 104
 105
 106
 107
 108
 109
 110
 111
 112
 113
 114
 115
 116
 117
 118
 119
 120
 121
 122
 123
 124
 125
 126
 127
 128
 129
 130
 131
 132
 133
 134
 135
 136
 137
 138
 139
 140
 141
 142
 143
 144
 145
 146
 147
 148
 149
 150
 151
 152
 153
 154
 155
 156
 157
 158
 159
 160
 161
 162
 163
 164
 165
 166
 167
 168
 169
 170
 171
 172
 173
 174
 175
 176
 177
 178
 179
 180
 181
 182
 183
 184
 185
 186
 187
 188
 189
 190
 191
 192
 193
 194
 195
 196
 197
 198
 199
 200
 201
 202
 203
 204
 205
 206
 207
 208
 209
 210
 211
 212
 213
 214
 215
 216
 217
 218
 219
 220
 221
 222
 223
 224
 225
 226
 227
 228
 229
 230
 231
 232
 233
 234
 235
 236
 237
 238
 239
 240
 241
 242
 243
 244
 245
 246
 247
 248
 249
 250
 251
 252
 253
 254
 255
 256
 257
 258
 259
 260
 261
 262
 263
 264
 265
 266
 267
 268
 269
 270
 271
 272
 273
 274
 275
 276
 277
 278
 279
 280
 281
 282
 283
 284
 285
 286
 287
 288
 289
 290
 291
 292
 293
 294
 295
 296
 297
 298
 299
 300
 301
 302
 303
 304
 305
 306
 307
 308
 309
 310
 311
 312
 313
 314
 315
 316
 317
 318
 319
 320
 321
 322
 323
 324
 325
 326
 327
 328
 329
 330
 331
 332
 333
 334
 335
 336
 337
 338
 339
 340
 341
 342
 343
 344
 345
 346
 347
 348
 349
 350
 351
 352
 353
 354
 355
 356
 357
 358
 359
 360
 361
 362
 363
 364
 365
 366
 367
 368
 369
 370
 371
 372
 373
 374
 375
 376
 377
 378
 379
 380
 381
 382
 383
 384
 385
 386
 387
 388
 389
 390
 391
 392
 393
 394
 395
 396
 397
 398
 399
 400
 401
 402
 403
 404
 405
 406
 407
 408
 409
 410
 411
 412
 413
 414
 415
 416
 417
 418
 419
 420
 421
 422
 423
 424
 425
 426
 427
 428
 429
 430
 431
 432
 433
 434
 435
 436
 437
 438
 439
 440
 441
 442
 443
 444
 445
 446
 447
 448
 449
 450
 451
 452
 453
 454
 455
 456
 457
 458
 459
 460
 461
 462
 463
 464
 465
 466
 467
 468
 469
 470
 471
 472
 473
 474
 475
 476
 477
 478
 479
 480
 481
 482
 483
 484
 485
 486
 487
 488
 489
 490
 491
 492
 493
 494
 495
 496
 497
 498
 499
 500
 501
 502
 503
 504
 505
 506
 507
 508
 509
 510
 511
 512
 513
 514
 515
 516
 517
 518
 519
 520
 521
 522
 523
 524
 525

